Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A roller guide device ~~(26)~~ for use in an elevator system, comprising:

a base ~~(30)~~;

at least one roller ~~(32)~~ supported by the base such that the roller is rotatable about a roller axis ~~(34)~~ and moveable relative to the base in at least one direction perpendicular to the roller axis; ~~and~~

a damper ~~(40)~~ that has a selectively variable stiffness and ~~dampens~~ is configured to dampen the relative movement of the roller, the damper comprising a fluid having a selectively variable viscosity for varying the stiffness of the damper; and

a controller that is configured to automatically increase the stiffness of the damper when an associated elevator car is stationary at a landing and to decrease the stiffness of the damper when the associated elevator car is moving.

2. (Cancelled)

3. (Currently Amended) The device of ~~claim 2~~ claim 1, including an elevator car motion indicator ~~(54)~~ in communication with the controller ~~(50)~~ and wherein the controller ~~changes~~ is configured to change the damper stiffness responsive to a detected level of motion.

4. (Cancelled)

5. (Currently Amended) The device of ~~claim 4~~ claim 1, wherein the damper ~~(40)~~ fluid comprises a magneto-rheological fluid.

6. (Currently Amended) The device of claim 5, including a field generator ~~(52)~~ that ~~generates~~ is configured to generate a field that changes a viscosity of the magneto-rheological fluid.

7. (Currently Amended) The device of claim 6, ~~including a~~ wherein the controller ~~(50) that controls~~ is configured to control the field generator ~~(52)~~.

8. (Currently Amended) The device of claim 7, including an indicator ~~(54) that provides~~ that is configured to provide an indication of elevator car ~~movement~~ vibration to the controller ~~(50)~~ and wherein the controller ~~controls~~ is configured to control the damper stiffness based upon ~~the level~~ an amount of vibration.

9. (Currently Amended) The device of claim 1, including a plurality of rollers ~~(32)~~ and a variable stiffness damper ~~(40)~~ associated with each of the rollers ~~and a~~ and wherein the controller is configured to ~~(50) that~~ individually control ~~controls~~ the stiffness of each of the dampers.

10. (Currently Amended) An elevator system, comprising:

a car frame ~~(24)~~;

at least one roller ~~(32)~~ supported for vertical movement with the frame, rotatable movement relative to the frame and lateral movement relative to the frame; ~~and~~

a selectively variable stiffness damper ~~(40)~~ that is configured to dampen ~~dampens~~ the lateral movement of the roller ~~(32)~~ relative to the frame ~~(24)~~, the damper comprising a fluid having a selectively variable viscosity for varying the stiffness of the damper; and

a controller that is configured to automatically increase the stiffness of the damper when the car frame is stationary at a landing and to decrease the stiffness of the damper when the car frame is moving.

11. (Cancelled)

12. (Currently Amended) The system of ~~claim 11~~ claim 10, including a vibration detector ~~(54)~~ that is configured to provide ~~provides~~ an indication of a level of car frame vibration to the controller ~~(50)~~ and wherein the controller is configured to vary ~~varies~~ the stiffness of the damper ~~(40)~~ based upon the vibration level.

13. (Currently Amended) The system of claim 10, wherein the damper ~~(40) includes~~ fluid comprises a magneto-rheological fluid ~~that has a selectively variable viscosity~~.

14. (Currently Amended) A method of controlling lateral movement of an elevator car assembly ~~(20)~~ having at least one roller ~~(32)~~ for riding along a guide rail ~~(28)~~ to facilitate vertical movement of the car assembly, comprising:

selectively and automatically varying an ability of the roller ~~(32)~~ to move laterally relative to the car assembly;

decreasing the ability of the roller to move laterally relative to the car assembly when the car assembly is stationary at a landing by decreasing a viscosity of a fluid that controls the ability; and

increasing the ability of the roller to move laterally relative to the car assembly when the car assembly is moving along the guide rail by increasing a viscosity of the fluid.

15. (Cancelled)

16. (Currently Amended) The method of ~~claim 15~~ claim 14, wherein the ~~damper (40) includes~~ fluid comprises a magneto-rheological fluid and the method includes selectively applying a magnetic field to the ~~damper~~ fluid.

17. (Currently Amended) The method of claim 14, wherein there are a plurality of rollers ~~(30)~~ and associated dampers ~~(40)~~ that dampen lateral movement of the rollers and the method includes individually controlling the fluid viscosity of each of the dampers.